

The Burglar Knows



CHOOSING BREED OF CATTLE

Market for Dairy Products, Climate and Other Conditions Have Important Bearing.

(Prepared by the United States Department of Agriculture.)

In selecting the breed of dairy cattle suited for his particular locality, the farmer should give close consideration of two sources of income from this kind of stock, say specialists of the bureau of animal industry, United States Department of Agriculture. One part of the income is represented by the sale of products, either milk or butterfat; and the other comes from the sale of surplus stock. Often the latter may amount to a considerable sum, even though the herd is composed of grade animals.

Another point that he should bear in mind is that no single breed is altogether superior to all others; it may excel in certain features, but not in all. It is best, therefore, to select the breed which comes the nearest to meeting the necessary conditions.

Most of the milk sold in towns and cities is subject to certain requirements as to quality, among which are standards for the butter fat and milk solids. For much milk, payment is based upon quantity by weight, without special reference to any butter-fat content above the legal standard. Local requirements differ greatly as to the content of butter fat and solids.

Consumers, as a rule, much prefer milk of a deep, rich color, which usually is considered to be an indication of a large cream content. A distinct and deep cream line in the milk bottle is another feature by which the quality of milk is judged. Although generally the consumer does not want to pay more for a better quality of product, occasionally it is possible to create a demand for rich milk at a higher price.

Very often the benefits of co-operative effort are lost through the exercise of an inborn spirit of independence. Consequently, it frequently happens that in the selection of a breed no consideration is given to the fact that another breed already may be established in the locality. The predominance of a certain breed in a community offers many advantages.



Where There is One Breed in Community It is Easier to Dispose of the Surplus Stock.

A market is established which, because of the availability of large numbers of animals, attracts those who buy large consignments. Under such circumstances all surplus stock may be disposed of to better advantage, and co-operative advertising also may be used effectively. In addition, bulls may be bought co-operatively or exchanged with facility, thus very materially reducing the cost of service in the herd.

Any necessary additions to the herd can be obtained, without expense for travel, from neighbors' herds with whose history the buyer is thoroughly familiar. These advantages apply not only to the breeder of purebred cattle, but also to the owners of grades.

In this country there is a very wide range of conditions, as to both topography and climate. On rich, level pastures all breeds thrive, but on rough, hilly land, where pasturage is scant, they do not show equal adaptability. In the extreme cold of the North, with its long winters, different resisting qualities are needed as compared with the almost tropical heat in the southern parts of the country.

In the United States four breeds of dairy cattle have attained considerable prominence, namely the Ayrshire, Guernsey, Holstein-Friesian and Jersey. These breeds have been developed carefully for a long time for the purpose of dairy production, and in consequence each transmits its characteristics with regularity to its offspring. Certain distinct features distinguish each breed from the others, but all possess ability as milk producers. There is, of course, considerable variation in the characteristics of individuals within each breed.

GRAIN MIXTURE FOR CALVES

Equal Parts of Cornmeal, Ground Oats and Wheat Bran is Good for Young Animals.

A good grain mixture for the young calves is equal parts of cornmeal, ground oats and wheat bran. To start the calf on grain, sprinkle a small amount in the bucket after he has finished his milk. There is no danger of over-feeding him on grain, and he should be given all that he will eat.

LIVE STOCK

NOT WISE TO OVERLOAD CARS

Death or Injury of Animals Means Heavy Loss to Shipper—Temptation to Crowd Is Great.

(Prepared by the United States Department of Agriculture.)

It makes quite a difference in the profits of the farmer stock raiser whether he obtains 8½ cents per pound for his hogs as meat or from ¼ to ½ cent per pound for them as dead hogs and soap-grease material. Which of these prices he obtains depends upon how the animals are loaded in the cars. Many shippers, either through ignorance or in an effort to save a small amount of freight, overload or improperly load their live stock when sending it to market, and thereby run great risks of sustaining serious losses through crippled or dead animals, say specialists of the bureau of markets, United States Department of Agriculture.

With freight rates at their present levels there is a strong temptation to economize on this item of expense by crowding a few more animals into an already well-filled car. Representatives of the department, however, who see thousands of carloads of live stock unloaded at the great central markets, are of the opinion that if farmers and stockmen could see the condition in which much of the live stock reaches the stockyards they would be impressed not only with the folly of overloading, but also with the absolute necessity of taking every precaution against injury and death of the animals while in transit.

Overloading is one of the commonest, and at the same time most serious, mistakes made by the inexperienced or careless shipper. It seems such an easy matter to crowd just a few more animals into a car, and the fact that once in a great while an overloaded car will go through without serious mishap seems to urge the shipper on to tempt fate just once more. The wise shipper, however, will have nothing to do with this false economy, say specialists of the department. He will lay down a hard and fast rule to load only as many animals in the car as can ride comfortably, and from this rule he will not deviate.

The chances of loss through overloading are greater in warm weather than in cold. Temperatures may be such at the time of loading that the animals are fairly comfortable, but before they reach market the weather turns suddenly hot, with the result



Dead Stock on Unloading Docks.

that anywhere from one to 12 animals suffocate. This is particularly true of hogs. The shipper should remember that stock cars frequently stand in freight yards completely hemmed in by trains of box cars. Under such circumstances, if the animals are crowded in the car and the weather is hot, overheated and dead animals are almost certain to result.

Another mistake frequently made is to load mixed stock without proper partitions. When two or more species of live stock are shipped in the same car they should generally be kept separate by building strong partitions. This is particularly important when large animals are shipped with smaller ones.

It has been found that shipping live animals any considerable distance is an undertaking always fraught with some risk. This risk, however, may be materially reduced, in the opinion of department specialists.

The exact number of animals that should be shipped in a car, naturally, varies with the size of the car, the size and kind of animals, the length of haul, the season of the year, and weather conditions. There can be no variation, however, in the general rule that the animals should have sufficient room to be reasonably comfortable, and that the car should be so partitioned that large animals cannot trample the smaller ones, and that aggressive and quarrelsome animals cannot injure those with a more quiet and timid disposition.

Even at the present comparatively low price of live stock a single dead or crippled animal invariably represents a substantial loss, and in many instances wipes out the profit on the entire shipment.

METHODIST PREACHER UNSTINTED PRAISE

Invite the Scientists to Take the Lead in the Industrial Question

By CRISTABEL PANKHURST, British Woman Leader



Man does not live by bread alone. Then why should he be obsessed and harassed, as at present, by the question of how to gain enough bread and other material necessities?

This troubling problem can be solved by the scientist. Yes at this very time, when science is on the way to its greatest discoveries and can offer more help to humanity than ever before, industrial unrest and economic anxieties are more intense than they have ever been. If only politicians of every complexion would agree to a truce on the industrial question and invite the scientists to take the lead and point the way!

So one hopes that, while women voters will be able to discover the highest possibilities of politics, they will also, paradoxical as it may seem, recognize the limitations of politics, and not imagine, as some men appear to do, that everything can be settled by a public meeting, a general election or a cabinet council.

The menfolk are quarreling about the sharing out of the wealth now available. Women, however, know that it would be easy enough to do a fair sharing out of what is there, for they have always managed that in their homes.

The real difficulty, as they know by experience, is to have enough to go round. The national difficulty is precisely the same, for up to the present day the total wealth available for the community has never been sufficient, even if shared out on the most ideal system imaginable, to give to each individual a life worth living from the material point of view.

This means that poverty can never be done away with until more wealth is produced for consumption by the people. That is where science comes in, for it is science alone, teaching new ways of producing increased wealth, and producing it without excessive drudgery, that can rescue the community from poverty and the present crippling burden of material cares.

But for the task the scientists have undertaken finer and purer instruments are needed, these cost money, and this form of science is ill-endowed. The stupidity, the tragedy of it! Millions of money are lost through strikes and lockouts and industrial dog fights over the much too bare bone of present-day wealth. And all the time the scientists, who are the really effective industrial and social reformers, find their work starved and hindered for want of the necessary funds.

One further and supreme task falls to women, whose influence, now that they are citizens, begins to count for more than it ever did in the past. It is this—to open their ears to spiritual truth, to recognize that material well-being, vastly important though it is, ought to be made a means to spiritual ends. Women's place is on the watch tower, looking with far-reaching eyes for that new revelation for which the soul of the world yearns.

It Is Impossible for Modern Society to Part Company With Its Past

By CALVIN COOLIDGE, Vice President

The most pressing requirement of the present hour is not how we are to solve our economic problems, but: Where are we to find the sustaining influences for the realities of life? How are we to justify the existing form of government in our republic? On what can we rely for a continuation of that service of sacrifice which has made modern civilization possible?

It is impossible for society to break off with its past. It is the product of all which has gone before. We could not cut ourselves off from all influences which existed prior to the Declaration of Independence and expect any success by undertaking to ignore all that happened before that date.

The principles and ideals on which we must depend not only for a continuance of modern culture, but, I believe, for a continuance of the development of science itself, come to us from the classics. All this is the reason that the sciences and the professions reach their highest development as the supplement of a classical education.

There has been a theory that all learning ought to be at once translated into scientific and commercial activities. Advancement, however, can not be insured without a culture.

Unless Americans shall continue to live in something more than the present, to be moved by something more than material gains, they will go down as other peoples have gone down before some nation possessed of a greater moral force. The will to endure is not the creation of a moment; it is the result of long training.

Cost to America of 1920 Crime Wave Is One Hundred Million Dollars

By W. B. JOYCE, President National Surety Co.

An item of \$100,000,000, hitherto not taken into calculation, must be added to what the war cost America. This huge sum is the estimated cost of the 1920 crime wave, which is traceable to the effect of the war on humanity. If the present ratio is maintained, crime losses for 1921 will be equally as large. More serious than money is the unprecedented addition to the ranks of America's criminals.

The \$100,000,000 estimate is based upon the embezzlement and burglary claims paid for 1920 by 30 of the country's leading safety and burglary insurance companies. These companies paid claims aggregating \$15,815,672, while in 1913, before the outbreak of the war, claims for only \$3,328,389 were paid. But approximately 90 per cent of burglary and embezzlement losses are not insured, and in many instances where full claims were paid, the insurance was far too small to cover the actual loss.

Every war is followed by widespread disrespect of law. Cynical thoughts of the cheapness of human life, indifference to human suffering and disregard of others' rights are aftermaths of armed conflict.

Agitators find a more ready field for the spread of their doctrines. The spread of discontent was greatly augmented by the oft-repeated reports of enormous profits piled up during the war. Two other factors are the belief in the unequal distribution of wealth and the vulgar display of valuables in public places.

Mrs. J. W. Barrow returned last Saturday from Nashville, where she has been for several days in the market for John W.

COURT THEATRE

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"HEARS THE EAST A-CALLING"

Marine's Reasons for Seeking Transfer to the Orient Prove Truth of Kipling's Statement.

Who says that Kipling didn't speak the mind of the enlisted man when he wrote: "Ship me somewhere east of Suez?" A marine, who put in a long tour of duty in the Orient, recently wrote the editor of this column that he had requested to be transferred out there again. His letter was poetical, but sincere. He wrote in part: "I can see in my mind's eye that old recruiting slogan, 'See the World,' and as I hear in my imagination the booming of the surf on those oriental shores and scent the odor of the Celestial heathen, methinks I should like once again to brush elbows with those slant-eyed sons of Confucius."—From the Leatherneck.

Important to Mothers
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And He Probably Did.
He was eight years old, cleanly and neatly dressed.

"Say," he said boldly to a man he approached at Market and Pennsylvania streets, "can you tell me where Bellefontaine street is?"

"Why, that's a long way from here. What number do you want?"

"I don't know the number, but it's a big double white house and I would know it if I saw it."

"I believe you are lost. You better see a policeman."

"I'll try to figure it out myself for a while first."

And he started off toward Massachusetts avenue to find the "big double white house."—Indianapolis News.

Raindrops Cause Rainbows.

To produce a rainbow there must be falling rain, bright sun and dark clouds—the latter always opposite the sun. The sun's rays are then divided into colors by the raindrops, which act in exactly the same manner as a prism, or a triangular piece of glass.

If the clouds were taken out of some people there would be nothing left to bury.

Accept and Except.
He—My dear Miss Grubbeigh, I wish to propose—
She—Oh, my dear Mr. Oashin, I will accept you—
He—But I did not mean to propose marriage.
She—I meant, of course, that I would except you from my list of eligibles.—Boston Transcript.

Too Communicative.
"Clara holds her age well."
"Yes, but she tells everybody else's."—Boston Transcript.

TOO LATE

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